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Status of UN Code of Conduct for Liner Services, as of
14 February 1975

In February 1975 Yugoslavia became the sixth country to sign the United Nations Convention on a Code of Conduct for Liner Conferences, adopted in April 1974. Other signers are Iran, the Philippines, Gabon, Ecuador and Guatemala. To enter into force the Convention must be signed and ratified by at least 24 countries accounting for 25% of world liner tonnage. To date none of the major developed maritime powers have signed. The deadline for signing is 1 July 1975. According to the Council of European and Japanese National Shipowners' Associations (CENSA), the nations signing thus far account for only 2.5% of the world's liner tonnage. Since all the signatures are subject to ratification, which in some countries means that approval must be given by the legislative branch, the convention is still a long way from entering into force.

At the UNCTAD Working Group on International Shipping Legislation Fourth Session, which recently concluded in Geneva on February 7, charter parties were the subject of discussion with two main areas of interest on the agenda:

- . the establishment of an international working group under UNCTAD to standardize clauses in charter parties

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. a proposal that certain aspects of chartering should be brought under mandatory legislation.

Developed country interests were relieved that fears of concerted action on the division of bulk cargoes were groundless. CENSA did not raise significant opposition to the first proposal, although it felt that the complexity of the subject matter would require 10 years' work before a satisfactory solution is worked out. On the question of mandatory legislation, there was considerable developed country opposition and little progress was made on this issue.

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